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TO: 9-NPRM-CMTS at ARM

Subject: Grand Canyon Overflight comments

To Bruce Babbitt, the FAA and Whom It May Concern:

I feel that I must comment and even protest the proposed final draft of the Aircraft Overflight Rule. As one who works and spends half of every year within the Grand Canyon I feel that I have the grounds from which to base my criticisms of how the air tour operators are allowed to conduct their business over our National Park.

Without a shadow of a doubt the quantity of aircraft that frequents various parts of the park severely impact the quality of the visitor experience within the Park!! Nearly every person that goes to the trouble of getting themselves to and especially within the Canyon are there not only to see this unique wonder of the planet, but to also escape the noise and disruption of the natural quiet that supposedly places like Grand Canyon provide! Nearly every visitor that I have had contact with and who has seen and heard the amount of air traffic around the South Rim has commented negatively and frequently about intrusiveness of said air traffic.

The area near the South Rim is the most adversely affected. It is literally like living next to a congested airport, which is of course what the South Rim is becoming. To allow this to happen is a sin on the order of the taking of a life. For the enrichment of a few wealthy air tour operators the American Public as well as the rest of humanity who has the means to see and experience the unique nature of the Grand are being sold out. The air tour operators are lining their pockets at our expense!

Personally, I would like to see the number of overflights reduced to virtually nill, save for those flights that are necessary for NPS operations and emergencies. I realize that it would be extremely difficult (though not impossible) to reverse what has been allowed to take place, and also understand that the air tour operators are opposed against any sort of limits and are well organized and not suffering from a lack of funds for the purpose of furthering their goals. From a business standpoint theirs is an enviable position to be in possession of very lucrative concessions within one of OUR National Parks.

The following points are those which I believe should be incorporated without fail in any proposed ruling connected with aircraft operations within Grand Canyon National Park:

- 1) Tour operators should be required to convert to the quietest technology available as soon as is feasible. If they are going to be profiting from exploiting one of our National Treasures then those profits should be applied towards minimizing their impact on that Treasure!
- 2) We should not allow whatever gains that are made by this conversion to be lost by allowing more aircraft into the airspace. The cap on the number of aircraft should be firm and permanent.
- 3) Specifications for categorizing an aircraft's noise efficiency should be more stringent than those proposed. It is my understanding that all helicopters are or will be classified as Category B in terms of offensiveness. You've got to be kidding! IN TERMS OF OFFENSIVENESS HELICOPTERS ARE THE MOST OFFENSIVE AND IMPACTING.
- 4) No aircraft, even the less noisy ones, should be granted a route through a

flight free zone. A FLIGHT FREE ZONE SHOULD BE JUST THAT.

I would hope that my comments do not fall on deaf ears. The subject of my concern, the Grand Canyon, is much much too important to be left to the mercy of those who would exploit for personal gain. Unfortunately, there are those within our national community who would do so without the slightest consideration or thought towards their impacts on the rest of us.

Thank you for your time,

Sincerely, Michael A. Borcik